

public and is not obscured. The certificate must be available for inspection by the Administrator.

**§ 145.21 Change of location or facilities.**

(a) The holder of a repair station certificate may not make any change in its location or in its housing and facilities that are required by § 145.35, unless the change is approved in writing in advance.

(b) The Administrator may prescribe the conditions under which a repair station may operate while it is changing its location or housing facilities.

**§ 145.23 Inspection.**

Each certificated repair station shall allow the Administrator to inspect it, at any time, to determine its compliance with this part. The inspections cover the adequacy of the repair stations inspection system, records, and its general ability to comply with this part. After such an inspection is made, the repair station is notified, in writing, of any defects found during the inspection.

[Amdt. 145-5, 31 FR 8585, June 21, 1966]

**§ 145.25 Advertising.**

(a) Whenever the advertising of a certificated repair station indicates that it is certificated, it must clearly state its certificate number.

(b) Paragraph (a) of this section applies to advertising in—

- (1) Business letterheads;
- (2) Billheads and statements;
- (3) Customer estimates and inspection forms;
- (4) Hangar or shop signs;
- (5) Magazines, periodicals, or trade journals; or
- (6) Any form of promotional media.

**Subpart B—Domestic Repair Stations**

**§ 145.31 Ratings.**

The following ratings are issued under this subpart:

- (a) *Airframe ratings.* (1) Class 1: Composite construction of small aircraft.
- (2) Class 2: Composite construction of large aircraft.

(3) Class 3: All-metal construction of small aircraft.

(4) Class 4: All-metal construction of large aircraft.

(b) *Powerplant ratings.* (1) Class 1: Reciprocating engines of 400 horsepower or less.

(2) Class 2: Reciprocating engines of more than 400 horsepower.

(3) Class 3: Turbine engines.

(c) *Propeller ratings.* (1) Class 1: All fixed pitch and ground adjustable propellers of wood, metal, or composite construction.

(2) Class 2: All other propellers, by make.

(d) *Radio ratings.* (1) Class 1: Communication equipment: Any radio transmitting equipment or receiving equipment, or both, used in aircraft to send or receive communications in flight, regardless of carrier frequency or type of modulation used; including auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic inter-crew signaling devices, and similar equipment; but not including equipment used for navigation of the aircraft or as an aid to navigation, equipment for measuring altitude or terrain clearance, other measuring equipment operated on radio or radar principles, or mechanical, electrical, gyroscopic, or electronic instruments that are a part of communications radio equipment.

(2) Class 2: Navigational equipment: Any radio system used in aircraft for en route or approach navigation, except equipment operated on radar or pulsed radio frequency principles, but not including equipment for measuring altitude or terrain clearance or other distance equipment operated on radar or pulsed radio frequency principles.

(3) Class 3: Radar equipment: Any aircraft electronic system operated on radar or pulsed radio frequency principles.

(e) *Instrument ratings.* (1) Class 1: Mechanical: Any diaphragm, bourdon tube, aneroid, optical, or mechanically driven centrifugal instrument that is used on aircraft or to operate aircraft, including tachometers, airspeed indicators, pressure gauges drift sights, magnetic compasses, altimeters, or similar mechanical instruments.